



City of Seattle

Gregory J. Nickels, Mayor
Department of Planning and Development
D. M. Sugimura, Director

**CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR OF
THE DEPARTMENT OF PLANNING AND DEVELOPMENT**

Application Number: 2403689
Applicant Name: Jerry Jutting, Architect
Glover Homes, Owner and Developer
Address of Proposal: 1616 North 46th Street

SUMMARY OF PROPOSED ACTION

Master Use Permit to establish use for future construction of 4, two-unit townhouse structures (8 units total) with attached garages. Project includes grading of approximately 1,000 cubic yards of material. Existing single family structures to be demolished.

The following approval is required:

SEPA - Environmental Determination - Chapter 25.05, Seattle Municipal Code.

SEPA DETERMINATION: ☐ Exempt ☐ DNS ☐ MDNS ☐ EIS

☒ DNS with conditions

☐ DNS involving non exempt grading or demolition
or involving another agency with jurisdiction.

* Early Notice DNS published July 2, 2004

BACKGROUND INFORMATION

Site Description

The 10,000-sq. ft. site is located on the north side North 46th Street approximately 120 feet from the intersection of North 46th Street and Densmore Avenue North. The site is zoned Multifamily Lowrise 2

(L-2). The existing lots are rectangular in shape measuring 100 feet in length and 100 feet in width. The property is currently described as Lots 18, 19, and 20, Block 13, Lake Union, and 2nd Addition to the City of Seattle. The subject site is currently developed with two single family structures. These buildings would be demolished and removed from the site under a separate permit. There is no alley and access to the site is available through an existing curbcut in front of the site on North 46th street. The site is relatively flat to the rear but slopes 5 to 7 feet towards the sidewalk where a three foot concrete retaining wall is used to raise the site above the sidewalk grade fronting on North 46th Street.

The L-2 zone abuts the Single Family 5000 (SF-5000) zone to the north and L-2/RC zone to the south. Parcel size, configuration, and streetscape character vary considerably in the immediate zone and vicinity. Development in the immediate zone and vicinity is predominantly a mixture of single family and multifamily residences uses.

Proposal Description

The applicant proposes to construct four, two-unit townhouse structures (8-units total) with attached garages. The parking court will be located below grade. Project includes grading of approximately 1,000 cubic yards of material.

Public Comment

The comment period began on July 8, 2004 and ended on July 27, 2004. Four public comment letters were received. The respondent raised several concerns including; the destruction of neighborhood environment by displacing trees with buildings. Other concerns included noise impact due increase density, parking and traffic impacts.

ANALYSIS - SEPA

The initial disclosure of the potential environmental impacts on this project was made in the threshold determination and environmental checklist prepared by Jerry Jutting on July 2, 2004. The information in the checklist, the supplemental information submitted by the application, field inspection, public comments and the experience of the lead agency with similar projects form the basis for this analysis and decision.

The SEPA Overview Policy (SMC 25.05.665 D) clarifies the relationship between codes, policies, and environmental review. Specific policies for each element of the environment, certain neighborhood plans, and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority.

The Overview Policy states, in part, that "Where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation" subject to some limitations. Under such limitations/circumstances

(SMC 25.05.665 D1-7) mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate.

Several adopted City codes and/or ordinances provide mitigation for identified impacts. Specifically these are: the Stormwater, Grading and Drainage Control Ordinance (grading, site excavation and soil erosion): Building Codes (construction standards): and ECA Ordinance. Compliance with these codes and ordinances will be adequate to achieve sufficient mitigation of identified impacts. Thus mitigation pursuant to SEPA is not necessary for these impacts. However, more discussion of some of these impacts is appropriate.

Short-term Impacts

The following temporary demolition and construction related impacts are expected; temporary soil erosion; decreased air quality due to dust and other suspended air particulates; increased noise from construction operations and equipment; increased traffic and parking demand from construction personnel; tracking of mud onto adjacent streets by construction vehicles; conflict with normal pedestrian movement adjacent to the site; and consumption of renewable and non-renewable resource. Due to the temporary nature and limited scope of these impacts, they are not considered significant. Although not significant, these impacts are adverse, and in some cases, mitigation is warranted.

Construction Impacts

Some short-term noise impact from demolition and construction is anticipated. Construction noise could result in periodic increases in speech interference and annoyance in surrounding residential buildings. The restriction in the Noise Ordinance will not adequately mitigate construction-related noise on adjacent residential uses. Therefore, in addition to compliance with the Noise Ordinance (SMC 25.05), the applicant will be required to limit construction activity to non-holiday weekdays between the hours of 7:30 a.m. and 6:00 p.m. This condition shall be required pursuant to the SEPA authority to mitigate noise impacts during construction (SMC 25.05.675).

Erosion

Erosion is anticipated during site excavation and grading. Compliance with the Stormwater, Grading and Drainage Control Ordinance, which requires compliance with standard excavation and shoring practice and containment of stormwater runoff from exposed soils, will provide adequate mitigation of erosion impacts (SMC 23.05.675 B. and F).

Street and Sidewalks

It is the City's policy to minimize or prevent adverse traffic impacts that would undermine the stability or safety of the surrounding area (25.05.675R). An excavation permit controls the proposed on-site excavation. The Street Use Ordinance includes regulations, which mitigate dust, mud, and circulation. Temporary closure of the sidewalk and/or traffic lane(s) is controlled with a street use permit through

Seattle Transportation. In this case, adequate mitigation is provided by the Street Use Ordinance, which regulates and provides for accommodating pedestrian access. Therefore, additional mitigation under SEPA is not warranted.

Construction Parking

During construction, parking demand will increase due to additional demand created by construction personnel and equipment. Off-site parking exists on Densmore Avenue North and North 46th Street. Since these and other nearby streets are not at capacity and can accommodate increased parking demand during construction, no additional mitigation is warranted under SEPA.

Long-term Impacts

Potential long-term or use impacts anticipated by the proposal include: increased height, bulk and scale impacts; increased ambient noise associated with increased human activity and vehicular movement; minor increase in light and glare from exterior lighting, light from windows and from vehicle traffic (headlights); increased traffic and parking demand; increased airborne emissions resulting from additional traffic; increased demand on public services and utilities; and increased energy consumption. These long-term impacts are not considered significant because they are minor in scope. Although not significant, these impacts are adverse and in some cases, mitigation is warranted.

Light and Glare

The proposed project will have exterior lighting, which could affect nearby residents. However, the Land Use Code requirement for shielding and reorienting exterior lighting to minimize impacts on surrounding properties is sufficient mitigation of this impact (SMC 23.45.045). No further mitigation under SEPA is warranted.

Bulk and Scale

The new townhouses will have a maximum height of approximately 35 feet to the top of the roof ridge. The building height will be comparable with single-family buildings in the area. The north property line separates the site from the single-family residences north of the site by a green belt of some medium size trees and to the north by an existing 6-foot wooden fence. The proposed buildings have 15 feet front setback, 5 feet side and 20.7 feet rear setbacks, with required open spaces. Although the new building may affect local views, neither Seattle's Land Use Code nor Seattle's SEPA Ordinance provides for the protection private views. The anticipated aesthetic or bulk and scale impacts are adequately mitigated by the requirements of the Land Use Code, including landscaping. There are no unusual conditions and, therefore, no further mitigation is necessary under SEPA.

Parking

The site plan indicates that eight parking spaces would be provided in basement parking garage. The Land Use Code requires eight parking spaces for these eight unit residential building.

In the experience of DPD, peak-parking demand for residential projects in multifamily zone has been based on the average rate of 1.5 spaces per household. It is estimated that peak parking demand for would occur during the evening weekdays and weekends. Peak parking demand for the proposed eight-unit townhouses is estimated to be 12 parking spaces. With eight parking spaces provided on-site, there would be spill over parking demand of four vehicles onto city streets. It is anticipated that four vehicles would be accommodated on adjacent North 46th Street because the street is not at full capacity. Based on the above analysis no unusual parking condition exists that warrants additional parking mitigation under SEPA.

Traffic

According to the Institute of Transportation Engineers Trip Generation Manual, 6th edition, the eight units are expected to generate an average of five trips in the a.m. peak hour occurring between 7 a.m. and 9 a.m. and seven trips in the p.m. peak hour between 4 p.m. and 6 p.m. This is not expected to have a significant adverse impact on traffic conditions or reduce the level of service at nearby intersections. Therefore, no mitigation under SEPA is warranted for this project.

DECISION - SEPA

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirements of the State Environmental Policy Act (RCW 43.21C), including the requirement to inform the public of agency decisions pursuant to SEPA.

[X] Determination of Non-Significance: This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.030(2)(c).

[] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment. An EIS is required under RCW 43.21C.030(2)(c).

CONDITIONS SEPA

During Construction

The following conditions to be enforced during construction shall be posted at the site in a location on the property line that is visible and accessible to the public and to construction personnel from street right-of-way. If more than one street abuts the site conditions shall be posted at each street. The conditions will be affixed to placards prepared by DPD. The placards will be issued along with the

building permit set of plans. The placards shall be laminated with clear plastic or other waterproofing material and shall remain posted on-site for the duration of the construction.

The owner and/or responsible party(s) shall:

1. Limit the hours of construction of any activity not conducted entirely within an enclosed structure to non-holiday weekdays between 7.30 a.m. and 6.00 p.m. Limited work on weekdays between 6:30 a.m. and 7:30 a.m. and 6:00 p.m. and 8:00 p.m. and on Saturdays between 9:00 a.m. and 5:00 p.m. may be allowed if prior written approval is secured from the Land Use Services section. Such after hours work shall be limited to emergency construction necessitated by safety or street use (traffic) concerns, work of low noise impacts; activities that do require heavy equipment, or work which would substantially shorten the overall construction timetable. Such limited after hours work will be strictly conditioned upon the owner(s) and/or responsible party(s) providing prior written notice sufficient in DPD's view to allow DPD to evaluate the request.

Signature: (signature on file) Date: October 28, 2004
Christopher A. Ndifon, Land Use Planner
Department of Planning and Development.
Land Use Services